

NEWS OF THE WHEELMEN

BIG TURNOUT OF SUNDAY RIDERS ALONG STANDARD ROUTES.

Interesting Romance on a Triplet—Promised Reform in Paced Racing—Michigan Challenges McDuffee for a Decisive Contest on New Lines—Defeat of Starbuck

The approach of autumn was strongly suggested by the scenes on the roads of good wheeling yesterday. The number of riders abroad was greater than on any Sunday for months past, and there was a thin but

manipulation. But there was something in the manner of the cyclists which indicated that they were riding with more spirit and relish than they have shown lately. The Sunday crowd on the city streets and boulevards, reinforced by hundreds who have been out of town and by hundreds of others who had resolved not to ride until after the heat term has passed. Dealers in Manhattan and Brooklyn were keen about on storage and tested to these facts. According to the dealers, though, rental business was light, as the small number of wabbling novices on the road corroborated the testimony. The number of tandems on the roads was provocative comment notwithstanding that the habit of going out thus mounted has been growing steadily. The commonest of the forces seen last night by those who have never to Jones, Staten Island, and Long Island and up the State into the river on both sides, were to the effect that the roads everywhere were full of cyclists.

The sight of two men and a woman on a tri-let, with the woman sitting amidships, is be-coming almost ordinary. There is a tripler carrying two men and a woman that goes down the Coast each cycle of the season. The men are robustly built fellows, blond complexion and handsome. The woman, a petite, pretty brunette, sits in the center. By sight they are well known to the frequenters of the Coast. The woman is well personally acquainted with each of the tri-plet sat on a hotel porch yesterday, and after the interesting team had passed he explained that the two men had been in the Coast for some time, and that they are warm friends, and although their names are not Miles Standish and John Alden, they are playing the parts of that historic twin the Priscilla part of the little brunette. It was a pleasant surprise for some of the frequenters of the tripler, so that all parties to the tri-plet appear on the road harmoniously, a kind of cycling triangle. The men are equally as sea regarding the preferences of the dark lit-

first. She knew their lot; and the two men were so much alike in character, she was loath to mar the splendid friendship existing between the men that she is wonderfully careful about disclosing her sentiments. According to the man who knows the facts the little one always says whether George or John shall sit in front, and which shall occupy the rear seat. She enforces obedience, and makes the most judicious choice. But she never allows them guessing as to who is the more favored. From her position in the middle she can talk better to the one in front and listen better to the one behind. This is a physical fact that is the basis of a motive which we appreciate.

The question in a matter of this kind is, "What man in front or the man behind is showing his true self?" The answer is, "The one of suitors is not an odd one, but the fact of its existence is not unnatural under the circumstances." It is a question that arises before riders as to whether on a triplet carrying women in the middle and men before and

On the Congo Inland path yesterday evening we were reminded of the war in a creeping way by the sight of an army of potato bugs moving across the boulevard, just below the Neek road. They were marching in columns, brigades, regiments, platoons, battalions and even companies. They were all moving westward toward the fields of some poor farmer, and were going in the same direction as our destination. The wheelmen rode over them and killed them by thousands. The crackling of the bodies of the insects rose above the noise of the usual passing continued for several hours, until the path, at first crowded with the potato bug march looked as if it was covered with a new design of alfalfa.

"About all our customers in the instruction hall nowadays are either middle-aged or beyond," said the keeper of an academy to a Sports Illustrated reporter. "The number of elderly men and women that are coming to the gymnasium is increasing. They seem to have exhausted their younger generation, or else they are learning to keep their bodies in good condition. Their parents are our greatest competitors. As a rule, the larger part of our instruction business is with men and women of fifty years and past."

merely a question of smart between the pack-
men and the horses. The packmen are simply have to follow their pace, and it is entirely possible for the better man of the two to lose the race because his pace is not suited to the horse. The horse is in a middle-distance crack who keeps coming vainly for more and faster paces. The packman is a scold, but he cannot get it can be only weakly imagined. The limited pace the managers could put on the track enough fresh crews to keep the men full of life. The packmen are not the men, the men, a question of which could stand the most pressure. In a way middle distance racing is a test of endurance and it should be a test of will. The packmen are not the public. The public likes to see a horse ridden out, and this is what yelling promoters have got to do. Starting the men from opposite ends of the track would be a very desirable. The men have no business to get

their points of finish are half a lap apart. The best of them is a half lap behind. He would have no occasion to jockey for position. He would be able to take the lead at the end of a lap and as much more as possible. Such a rearrangement would compel fast riding, and fast riding would be the only way to get out going fast it is a race. These paced racing big motorcycles should be the prettiest and the fastest. They should be made to run them is to have the big machines as the men behind them go for records, first, last, and forever. They should be made to finish first.

H. E. Lister, Secretary of the National Automobile Club, which controls Interstate Motorists and several others, says that he is "boss" and will not match his men to ride from opposite ends of the track. He is a promoter of promoters who control Milwaukee, Taylor and Duro. Duro is a promoter of promoters. Lister's attitude taken by the other promoters who manage bicycle tracks for a profit. Duro is a promoter of promoters who identify themselves with any fact that they find Mr. Ducker has enough business sense

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PHILADELPHIA, Aug. 14—Less than 10 persons witnessed the Australian pursuit race at Woodbine Park yesterday afternoon between the United States' and Australia's best cyclist, Stan Strickland of this city. The contest was one of the best of the season. It lasted fifteen minutes and twenty-five seconds. Coulters finally tripped his man down. The time for the fifteen miles was 38 minutes 11-1-5 seconds, and for the five mile race 39 minutes 52-3-5 seconds. Coulters' gear was 60. The mile amateur handled the race by HARRY KINGSBOTHAM, from the sixty-year-old, in 2 minutes 54-5 seconds. H. T. KUNZLE made first time in the mile in 2 minutes 57-5 seconds. In the final of the mile professional hand Fred Timms, scratch, was beaten a foot by JAMES KRESMAYER, who had a handicap thirty-three feet. (U.S.A.)

CHICAGO, Aug. 14.—The tandem course record over the Waukegan-Libertyville course was broken to-day by Clark and Andrews of the First Regiment Cycling and Athletic Club. They

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RACES EVERY DAY THIS WEEK AT 2:30
Times for grand stand, \$1.50. Ladies, \$1.00.

ROYAL

Harlem River Oarsmen Training for the Middle States Regatta.

The fine weather of yesterday acted as a much-needed stimulant to the Harlem River oarsmen, who have been compelled to take their training spins for the past week under depressing atmospheric conditions. The effect of the cool, bracing air was noticeable in the morning and afternoon spins of the crews and

scullers engaged in preparation for the Middle States regatta, and the vim which the sturdy wielders of sweep and scull put in their strokes had an appreciable influence on the speed of the boats. The stretch of water lined by the boathouses was lively for the time of year when usually a large number of the clubmen are away on their summer vacations, and nearly every club had one or more crews on the river.

The junior eight of the Harlem Rowing Club did good work in long stretches. Several changes have been made in the crew during the week, and a new man, Padelford, substituted.

Club in the intermediate singles.

stead of a four for the regatta on Labor Day, and yesterday devoted his attention to placing them to the best advantage. They took satisfactory breathers during the day and showed good form, occupying the thwarts as follows: P. Lynch, 1; J. Cox, 2; W. W. Clark, 3; J. Conlon, 4; H. Reddy, 5; C. Haynes, 6; G. E. Russell, 7; A. P. Binzen, stroke, and E. T. Clark, coxswain. Reddy and Conlon, the club's entries for the junior doubles, were out together, and Frank Rudcock, the aspirant for single honors, took the third and fourth seats.

L. M. Mackay, the crack sculler of the Nassau Boat Club, returned from his vacation yesterday.

day, and though he did light work, is a possible entry for the senior quarter-mile dash. Live interest is taken in this event. H. Vought of Atlanta, J. C. Nagle of the Harlem Rowing Club, and J. C. Dinkins of the Atlanta Athletic Club all practiced yesterday. Each has a number of supporters for the race, in which so much depends upon ability to start quickly.

A promising candidate for the junior single turned up in W. Mahoff of the Crescent Boat Club, whose style, though lacking finish, impressed the judges favorably.

Capt. W. W. Knickerbocker of the Dauntless has abandoned the idea of getting his greenhorn men in trim for the junior eight-oared abeebe race, and to-night will select a crew for the

The crowd that won the junior four-oared race at the Academy Regatta on Saturday will be put in training for the event at the annual at the Middle States Regatta, and the club will in all probability be also represented by a senior four and a senior double.

The First Bohemians have been busy during the week trying to select an eight out of their six-oared barges in which the senior crew will race at the Alameda Boat Club Regatta on Saturday, with the view of giving the crew a public trial for the big event on Labor Day.

Yachting Notes of Interest.

Thomas Lawton of Brooklyn has started for

The sloop yacht *Unawanda*, owned by C. T. Phillips, has been equipped with a hollow mast and other spars. It also has been thoroughly overhauled and repainted. Her hull has been lengthened two feet and raised eighteen inches.

The new steam launch *Okeka*, built for J. Gannon which was sent overboard on last Tuesday, is now in commission. The *Okeka* is 35 feet over all, 12 feet beam and draws 3 feet of water. She is being repaired by J. Rogers Maxwell, Newport and Boston.

The schooner *Euclid*, who is now lying with the Atlantic Yacht Club, has offered the following cash prizes for the three leading knockouts at the finale of the interclub match race between the *Seawanhauk* and *Euclid* on Tuesday: \$100 to the winner, \$25 to first, \$15 to second, and \$10 to the third boat.

The Corinthian fleet of New Rochelle has been especially active in yachting this year. The organization has conducted three regattas and awarded many handsome prizes. At an early date the arrangements

The fourth annual regatta of the Bognorregis Yacht Club will be sailed on Aug. 29. The races will be open to yachts enrolled in any recognized club and will include 15-foot classes of sloops, 18-footers, 20-, 22-, 24-, 26-, 28-, 30-, 32- and 34-footers, 36-, 40-, 44-, 48-, 52-, 56-, 60-, 66-, 70-, 76-, 80- and 100-foot classes of catboats; 21-foot racing knockabout class, and the one-design dry class.

The fleet of the Jamaica Bay Yacht Club left at 8 a.m. yesterday morning for the annual regatta. The fleet consisted of 100 boats, 100 crew and 100 sail-thence eastward. The cruise will last two weeks. The yachts will touch at San Cliff, Rockport, Lacomb, Morris Cove, New London and the New York Yacht Club. The regatta will conclude at the New York Yacht Club clubhouse at Oyster Bay. Several days of racing will follow.

The Race Committee of the Seawanhauk Country Yacht Club has arranged a contest for one day knockabouts, starting from the clubhouse, to sail around the centre island buoy, leaving it on the port hand; to sail round Matinecock buoy, leaving it on the starboard hand; to enter the channel between the entrance of Freshwater bay and the Narrows between two stakeboats anchored off the Indian Harbor Yacht Club house. After dinner a return run will begin at 10 o'clock, sailing over the same course, finishing at the Crystal Point buoy. The originators of this regatta are Mr. J. H. Calkins, president of the club, and Mr. Wm. A. Philadelphia, with whom the Seawanhauks have arranged a series of match races, to begin on August 1st.